

ESTABLISHED 1857.

New Advertisements will be found on page 4.

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
 \$5.00 per Cask of 375 lbs. net ex Factor
 \$3.00 per Bag of 250 lbs.
SHEWAN, TOMES & CO.
 General Managers.
 Hongkong, 2nd July, 1900.

FROM
"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES
J. MADE ZUNIGA.
No. 3, QUEEN'S ROAD CENTRAL.
Entrance: LION HOUSE STREET (New Victoria Hotel).

HOLLIDAY, WISE & CO.
Hongkong, 16th September, 1899. [2724] Hongkong, 16th August, 1900.

2219 Proprietors. Manager.
Hongkong, 16th November, 1899.

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.AMERICAN MARBLE.
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Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

IMPORTERS OF HIGH-CLASS
BRANDIES.

A.—Hennessy's Old Pale, Red

Capsule 318.00

B.—Superior Very Old Cognac,

Red Capsule 21.00

C.—Very Old Liqueur Cognac, 24.00

V.O.—D.—Hennessy's Finest Very

Old Liqueur Cognac, 1872

Vintage, Red Capsule 36.00

All our Brandy is guaranteed to be PURE

COGNAC, the difference in price being merely

a question of age and vintage.

Smaller quantities and sample bottles will

be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be

genuine only when bought direct from us in

the Colony or from our authorised Agents at

the Coast Ports.

A. S. WATSON & CO., LIMITED,

QUEEN'S ROAD CENTRAL.

grow and spread unchecked, unless rooted up. As this latter function appears to belong to no one in particular, they grow in tangled confusion, a menace to the public health. Paths leading to houses and turfed banks should all be regularly attended to. Servants should not be permitted to throw away broken crockery, empty butter-tins and jam-cans into any odd corner out of sight. This may seem a trifle, but a heavy shower falls, the cast-away articles are filled with rain-water, and being wholly undisturbed become prolific centres of mosquito life. The aspect of the sides of the Peak Road, from the Tram Station at Plantation Road, down to the first European houses just above Queen's Gardens, is not what it once was, and certainly not what it should be. Before the tram-line was laid, this road was the main, indeed the only, thoroughfare for those resident at the Peak. At the present moment it is practically used solely by natives. The Conservancy coolies are huge sinners in respect of the amount of matter dropped, accidentally or otherwise, over the wayside as they stagger down with their burdens. No doubt the Sanitary Board will, in time, be able more thoroughly to control the men guilty of this. The rooting up of undergrowth by road-sides and in nullahs, the better regulation of the Conservancy coolies, and such kindred matters, will have to be seriously taken in hand, if any organised movement is to be initiated to oust the mosquito, and with it malaria, from amongst us. The expenditure of a few hundreds, or even thousands of dollars, on this highly important duty of utterly destroying the mosquito's habitat must be regarded with equanimity. We must think of the many thousands of pounds sterling lavished in Australia in attempts to check the multiplication of the rabbit; and of the enormous outlay incurred in the United States to get rid of the common sparrow: though these were not the direct danger to human life that the different species of *culicidae* are. Now that so much trained attention is being bestowed on this particular by-path of entomology, we shall no doubt learn, eventually, that other diseases indigenous to the tropics are directly due to inoculation by the mosquito. Malaria and elephantiasis are already a heavy cross against this pest, and alone warrant the most strenuous efforts being put forth to exterminate it. Allments hitherto attributed to the miasmata exhaled from rank tropical vegetation, to climatic conditions, or to the disturbance of soil composed of disintegrating granite, must now be ascribed to the subcutaneous transmission effected by the mosquito. The proboscis of the mosquito, as revealed to us beneath the magnifying eye of the microscope, is indeed a marvellously constructed organ. It is a perfectly equipped case of the most delicate surgical instruments. Here are its contents named in order of use: the keenest of lancets; a pair of fine-toothed saws, set back to back; a powerful suction-tube, through which the blood of its victim is drawn; and, lastly, an injection pipe, through which is squirted the subtle poison that causes the irritation and subsequent swelling, and which by the light of corroborated investigation, we know, holds the parasite that generates malaria, elephantiasis, or some other of the many disagreeable ills to which frail flesh is heir in the tropics. Accurately described, the wound inflicted by the mosquito is not a bite at all; for the flesh is not pinched, nipped, held, or seized in any manner either by teeth or by anything equivalent to teeth. It is rather a comparatively deep incision. The intolerable smarting sensation may be partly a result of contact of the exposed edges of the wound with the air, directly the gutted insect withdraws its proboscis; but it is more probably very largely due to the after-effects of the injection. The liquid food of the mosquito, it should be noticed, is venous, not arterial blood. This is a most important factor in the mosquito's life-history, and deserves the closest attention. Generally stated, the arteries are too deeply seated to be reached by the minute instruments at the insect's disposal; or, rather, suitable veins are more readily accessible. The creature's food is also the medium whereby it infects us with disease. Venous blood, dark-coloured, devitalized, detritus-laden, flows sluggishly and evenly through the veins, and is less able to ward off the insidious attacks made on it by the imported parasite of disease than the bright, red, quickened, hematized blood that pulses along the arteries. The mosquito, in fact, instinctively selects the feebler of the two forms of blood as a medium of transmission. The after-swelling causes the lips of the puncture to close up tightly; and thus, hermetically sealed from the influences of light and air, enemies of all forms of disease, the implanted parasite is enabled to accomplish its mission the more thoroughly. This little scientific digression, we hope, is not wholly out of place. In view of the undisputed magnitude of the issues involved, we think it behooves the wardens of the public health of the Colony to bestir themselves, and to see that every thing possible is done to render our island an undesirable abode to all species of *culex*.

In the 24 hours ending at noon yesterday there were reported two fresh cases of plague and two deaths.

An explosion occurred on board the German Cruiser *Basard* on her way out to China, and when near Aden. Three men were killed and three injured.

The two lunks charged with assaulting a Chinaman at Wanchai were again brought up at the Magistrate's yesterday and further remanded, the complainant being still unable to appear.

The chair coolies at the Peak have recently shown a disinclination to carry sun and rain blinds, and hence their customers have suffered. A number of them appeared at the Magistrate's yesterday and were fined \$1 each.

The *Chun Fat* ferry launch, which ran from Hongkong to Yumati, was found to be overcrowded the other night, there being 25 passengers in excess of the number allowed. For this offence the master was yesterday fined \$50.

For some time past the coolies down Queen's Road Central have been in the habit of amusing themselves by throwing stones in the road. We live in Hotel, Li Ki, a shop coolie, who offended in this manner on Thursday, was caught by the bar-keeper and yesterday fined \$5 or 14 days.

Yesterday we received the following from the Chartered Bank:—We have this morning received from our London Office the following telegram:—At the approaching meeting of shareholders the Directors will recommend a dividend for the past half-year at the rate of 10 per cent. per annum, free of Income Tax.

A cook named Lo Ng and a hawk named Chan Hop were busy engaged battering one another in Queen's road Central the other day when P. C. Brownfield appeared on the scene and took them both up to the Central Police Station. They were both scratched and bleeding about the face. Yesterday Mr. Hazeldine fined them each \$3, or 14 days, for committing a breach of the peace.

The private and public chair coolies at the Peak appear to be at daggers drawn just now. Several pitched battles have taken place between them recently, and some of them have been brought before Mr. Hazeldine and bound over to keep the peace. Yesterday two coolies in the employ of the Harbour Master were the means of six public chair coolies being bound over, the complainants alleging that the defendants waylaid and assaulted them.

The Band of the Royal Welsh Fusiliers will play at the Hongkong Hotel this evening, from 8 p.m. to 9.30 p.m. The programme is—
March..... "Soldiers of Guard"..... Levy
Overture..... "Zampa"..... Herold
Selection..... "A Gaiety Girl"..... Jones
Vals..... "Eldorado"..... Royle
Polka..... "P. & O."..... Buchanan
Selection..... "Haddon Hall"..... Sullivan
Dance..... "Des Demons"..... Solomon
"God save the Queen."

The Annual General Meeting of members of the Hongkong Hockey Club was held yesterday evening in the Cricket Club's Pavilion. The following officers were elected for the ensuing year:—President, Mr. J. Barton; Hon. Sec., Mr. F. B. Deacon; Committee, Mr. H. Strong, R.M.L.D., Capt. Bailey, R.A.M.C., Capt. Goodwin, R.A., Messrs. H. Pinckney, A. C. J. Stevens, R.G., and J. Hooper. The secretary referred to the non-punctuality in attending matches, and the crying off at the last minute from playing, which members indulged in last year, and said he hoped that it would not be the case in the approaching season.

Another book from the pen of Consul-General J. Williams will be published shortly. The title is "China's Open Door," being a brief historical sketch of China and her people. The Consul-General has been at work on the sketch during the past year and concluded it just as the outbreak of the Boxer trouble. No other recent work on China is just what this book is—an historical sketch of the Empire and its people from earliest times to the present day. This gives the book a unique interest and an absolute value, for it is written from the standpoint of a modern American, who is not only in touch with China and its problem, but is an earnest advocate of China's progress towards that civilisation which she is now seeking to retard. The book will contain an introduction by the Hon. Charles Deasy, former U. S. Minister to China, and this will give an additional value to the sketch.

The members of the Club Lusitano, which is regarded as the representative Club of the Portuguese community in Hongkong, celebrated the anniversary of the birthday of Their Faithful Majesty the King and Queen of Portugal yesterday by a dance in the Club premises at Shelley Street. As in former years the facade of the building was a very gaily illuminated by gas and Japanese lanterns; in the centre right above the main entrance was placed a transparent portrait of Dom Carlos. The internal decorations were very simple, but tasteful and effective. It is rather early in the season for dancing to be pleasant, yet the last did not deter the more ardent lovers of the tango, who were kept up with much spirit to the strains of the music provided by the excellent Band of the 22nd Bombay Infantry, which was present by the kind permission of the officers of that regiment. The Portuguese Consul-General, Senhor Comendador A. G. Romano, who is also the president of the Club, at the supper proposed the health of the King and Queen, which was enthusiastically received. Altogether a very pleasant evening was spent.

On the 24th inst. the Japanese cruiser *Yamato* reached Amoy from the Pescadores.

The new Japanese cruiser *Azuma*, of 9,430 tons, recently completed at St. Nazaire, France, is on its way out to the Far East, and will be followed by the armoured cruiser *Yokumo*, 9,350 tons.

We are requested to announce that the Cricket Ground will be open for cricket and teams on 1st October next to duly elected members and naval subscribers only; and that the usual opening match of First XII versus All Comers will be played on Saturday, 6th October, beginning at 11 a.m.

The following changes have taken place in the control of the Douglas Laprak & Co.'s line of steamers—Captain Robson, who has come out from England after a six months' leave of absence, has been appointed to take command of the *S.S. Thales*, and Captain Passmore goes as chief officer of the *S.S. Hailan*. Mr. Pritchard has been appointed second officer of the *S.S. Formosa*.

Sir Pertab, Singh, who is in command of the Jodhpore Lancers up North, and his polo team are said to have constituted a Cup for "first spear" in a Chinaman, and Sir Pertab is, we understand, bent upon winning it. He says that young men can win other cups after pigs, at polo, racing and otherwise, so that he, the veteran, ought to be allowed to win the Celestial Pig Cup.

An earthquake shock was severely felt in Ceylon on the morning of the 10th inst. It was slightly noticed in Madras, and carefully observed at Bombay. Its centre was calculated to have been located not more than 500 miles from Ceylon. It is stated to have been the severest shock felt in the southern portion of India since the notable volcanic eruption in the Straits of Sunda and Java Coast in August 1883, when the effects in tidal waves were felt on the Ceylon Coast. No lives are reported as having been lost.

To be ready in case the emergency should arise, Lord Curzon, the Viceroy of India, has for some time past been quietly strengthening the forces stationed along the Burma-Chinese frontier, so that there would be no difficulty in moving a substantial column across the frontier. The Governor-General of French Indo-China, it seems, fears that when once the Burma railway system reaches the Chinese frontier at Kunlun Ferry, the trade of Yunnan will follow this shorter route to Europe, instead of moving via Tonquin, and he has accordingly been endeavouring to establish a commercial monopoly in favour of his own country.

Some little time ago the *Fleur de Lotus*, a Chinese junk, was picked up in the Indian Ocean by one of the Shell Line steamers and towed to Colombo. In the local court there the Shell Line claimed for towage and the junk was sold by auction and £1,100 realised. As to the distribution of this sum, the judge at Colombo has decided that the Shell Line must be reimbursed for their costs of sale and costs of sale from the proceeds of the sale, and that the rest of the money must be applied to the satisfaction of the claims of the crew for wages. Should there be any surplus after that, it is to be handed over to the master of the ship for the satisfaction of his claim for wages.

The serious falling off for many years past in the sale of China tea, throughout Europe is mainly in consequence of the imperfect preparation of the leaf, thinks the *Illustrated Mail*, and whether the war will make any great difference to the demand for Indian and Ceylon tea nobody seems quite certain, although a good many people seem to think it may. The European market has become accustomed to the Indian and Ceylon prepared tea, and will not pay the same price for the Chinese, the *Mail* states. The war in China will further cripple the output, and India and Ceylon being both British possessions, the increasing prosperity of the tea trade in these countries is a matter by no means to be regretted.

The Foochow Daily Echo of the 22nd September contains the following items.—The wedding of Monsieur Doyère, Director of the Imperial Arsenal, with Mademoiselle Goulaenen, daughter of Monsieur and Madame Goulaenen, took place on Saturday last, the 15th inst., at the Mamoi Catholic Church. The ceremony was performed by the Chaplain, the Rev. Father Gonzalez, in the presence of a crowded congregation of friends, amongst whom were H. E. Chan, Consul of the Imperial Arsenal, Mr. Warner, Vice-Consul for Great Britain, Dr. Underwood, The Viceroy and Tatar-General were unavoidably unable to attend, but sent as representatives officials of great rank. The Rev. Father Gonzalez in his address at the close of the service was eloquent, pleasing and touching. The Right Rev. Bishop Masot pronounced the nuptial benediction. After the ceremony Monsieur and Madame Goulaenen entertained a large company at luncheon, when the health and happiness of the bride and bridegroom was proposed, and shortly afterwards the guests departed. Owing to the inclemency of the weather several invited friends were unable to be present. Mr. P. B. von Rautenfeld, the newly appointed Deputy Commissioner of Customs at this port, arrived per *a.s. Preussen*. Mr. von Rautenfeld was amongst the victims in the beleaguered British Legation in Peking. Foochow was fortunate in not having the late typhoon pass any nearer to the port than it did. It was just close enough to render most of the year and pleasant time we had in August last year, and that was all, no damage was done. As it happened, indeed, the unsettled weather, which its proximity brought about was for the general good. This victory for rain, more rain, ceased, as well it might after the downpour there was from the 15th to the 19th inst. The lowest reading of the barometer was 29.45 on the 16th inst.

A successor to Lord Russell at Killowen will, it is understood, be appointed at the close of the Long Vacation in November. Rumour has it that the new Lord Chief Justice will be Lord Alington, who recently became Master of the Rolls, and that either Lord Justice Collins or Sir Edward Clarke will be appointed to the latter office.

Franner H. Lloyd is back from South Africa with a bullet wound in his foot, won while taking up ammunition to the troops in the skirmish at the water works near Bloemfontein. He is the smallest boy in the British Army, and the youngest but one. His other battles were Paardeberg and Driefontein. He is proud to relate that he was photographed by Lady Roberts all by himself.

The *Review of the Week* is responsible for the statement that fraudulent solicitors exceed in number at present any other class of criminals. It would not be too much to say, adds that journal, that they also exceed any other class in turpitude. Many of the cases that have come before the courts during the last few weeks betray depths of villainy which ordinary thieves have no opportunity, even if they had the inclination, to achieve.

Two suits arising from the collision of the Norwegian steamer *Tellus* and the British steamer *Belgian King* near Point Arena on July 17 were filed in the United States District Court on August 1st. The circumstances attending the collision have already appeared in these columns and some little time ago the *Belgian King* sued the *Tellus* for towing her into port, and now the *Tellus* has filed the British steamer for \$45,000, the amount of the loss claimed to have been sustained through the *Belgian King* crashing into the *Tellus*. The *Tellus*, Danumir's Sons Company, which had 3,275 tons of coal on the *Tellus*, also filed the *Belgian King* for \$3,250, the amount of the loss claimed to have been sustained to the coal cargo.

Among the last batch of Boer prisoners landed at Colombo a few days ago by the transport *Dilecta*, nearly all Europe was represented, the best portion of prisoners being French, German, Russian, Dutch, Austrians, Spanish, Belgians, Italians, Danes, and two Scots. Field Cornet Paul Kruger, a son of President Kruger, was amongst the number. He is a true type of the sturdy wily Boer, says the *Ceylon Observer*, and is about forty years of age and of generally robust appearance. He alleges that he was taken at his farm and when asked "if he had engaged in much fighting, gleefully" winked the other eye—"for want of a better expression. Commanant Dupuis, another prisoner, is an old man, approaching upon 60 years of age and rather decrepit in appearance, but evidently with an abundance of latent energy. He was wounded when fighting against our hero "P.P." at Rustenburg and was taken prisoner at the house of a burgher. He was wounded through the chest, was being tended by his friends. He seems to be a very extant recovered and is stated to be very thankful for the medical skill employed on him by the British Surgeons. Commanant Steyn and Field-Cornet Botha, who are in the batch, are close relatives of their better known name-sakes. All the officers were anxious to know how the war was proceeding and enquired anxiously whether Ollivier or Delarue had been taken, stating that the latter, if only given sufficient scope, would prove himself even superior to the famous Christian de Wet.

The Japanese battleship *Asahi*, which has just made a capital run out from the Clyde, where she was built, is said to have the distinction of being the heaviest battleship afloat, having a displacement of 15,200 tons—200 tons above that of the heaviest British warships—the new vessels of the *Formidable* class. Shortly after she was launched she went ashore at Southsea, but was safely refloated from what was apparently a dangerous position. Since then she underwent her steam trials and finally left Portsmouth on the 1st July, and had an uneventful voyage. On 26th July very heavy seas were encountered which, however, had no effect on the vessel. Coming through the Suez Canal much care had to be exercised, seeing that she has a draught of nearly 28 feet, but she was considerably lightened by burning up almost all the coal, and carrying only just sufficient to make the passage of the Canal. The *Asahi* with her great weight and formidable ram, the more so as the stem, strongly supported, is arranged as a powerful spur and is well adapted for this purpose. With the experience gained in the China-Japan war, against having inflammable material on board, the *Asahi* has been built almost entirely of steel, and very little wood is used even on the decks. She is fully protected with belts of Harvey steel of varying thickness, great care being exercised in the disposal of the protective material; and it might be mentioned that the main belt, 9 in. thick, extends for a length of 250 ft. amidships, the lower edge of the armour being 5 ft. 6 in. below water, and the upper edge 2 ft. 8 in. above water. Other parts of the sides are covered with 6 in. thick armour, while the vitals of the ship are rendered more secure by a heavy protective deck. The forward gun turret is a mass of Harvey steel, the armour being 14 in. thick; while the protection of the after tower is 3 in. thick. The armour, which is of Elswick design, is of the best. There are 12 in. (two forward and two aft) and 14 in. quick-firing, 20 lb. gunners, 8 3-pounders, and 42 pounder guns, besides a submerged torpedo tube. The manipulation of the turret and all the operations of loading and laying the guns are performed by hydraulic power, and all the guns and gunners are sheltered by heavy armour shields which revolve with the turrets. The *Asahi* on reaching Japan will be used as the leading flagship of the Navy. The Admiral's cabin, ward room, etc., are luxuriously fitted, and a perfect system of electric lights and telephones are used throughout.

TELEGRAMS.

"DAILY PRESS SERVICE."

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI 28th September, 9.25 p.m.

THE FUTURE CAPITAL OF CHINA.—
IMPORTANT IMPERIAL DECREE.

An Imperial Decree, dated the 18th, formally announces that Hsianfu is to be the future capital of China, and orders Tuan Fang, the Acting Governor of Shensi, to prepare the palace.

Economy is enjoined on account of hard times.

Huang, the Admiral of the Yangtze, has been appointed Vice-Generalissimo of the Yangtze forces, under Yung-Lin, this emulating Lui Kung-yi to appoint most trusted officials as Acting Admiral of the Yangtze and Provincial Chief Commander of Kiangnan.

REUTER'S SERVICE.

LONDON, 26th September.

THE POWERS IN CHINA.

Russia and Japan have assented to the German note. It is stated that Lord Salisbury has verbally informed Count von Hatzfeldt-Weldenburg that Great Britain is unable to agree to the German proposal.

LOSS OF A BRITISH TRANSPORT.
The transport *Suffolk* has sunk near Port Elizabeth: Nine hundred horses were lost.

THE ELECTIONS.

The electoral war is raging in all quarters and the papers are full of the speeches and manifestoes of political notables. The intervention of Lord Rosebery has greatly heartened the Liberals.

LONDON, 26th September.

GREAT BRITAIN AND GERMANY
IN CHINA.

Yesterday's statement that Lord Salisbury had verbally informed Count von Hatzfeldt-Weldenburg that Great Britain was unable to agree to Germany's proposal is incorrect. The British reply cannot be sent until further communications have been received from Peking.

THE SOUTH AFRICAN WAR.
General Buller-Carew and Ian Hamilton with 9,000 men are at Koomatipoort, where General Kitchener will arrive today.

THE ELECTIONS.

The Conservative papers are astonished and uneasy at the vigour and confidence displayed by the Liberals throughout the country.

THE DISTURBANCES IN CANTON
NEIGHBOURHOOD.

BRITISH FLAG FIRED ON.

We have received from Canton confirmation of the story given by our correspondent yesterday that as the Hongkong, Canton and Macao Steamboat Co.'s steamer *Lungtung* was on her way up from Canton to Wuchow, she was fired at from the town of Lunghin or Lak Lo, near Kunchuck, on the 24th Sept. One Chinese member of her crew was wounded, and a European passenger (one of the I. M. Customs staff) was, we understand, also hurt.

The affair was reported to the French vessel of war *Armand*.

We await with interest to see what action the British Government will take to put a stop to a state of things that has become intolerable.

FIRE AT KOWLOON LAST NIGHT.

Last night the harbour was lit up by a glare at first supposed to proceed from another burning junk in flames. It turned out, however, that some petroleum tanks near the Cosmopolitan Dock had caught fire, and it was not until about twelve o'clock that the glare died out. The damage must be considerable.

The following extract from a Stockton (Cal.) paper with reference to Dr. Beede, brother-in-law of Consul-General Williams and formerly U. S. Consul Surgeon in Hongkong, will be interesting to our readers.—"Dr. W. M. Beede, after an absence of several years, has resumed the practice of his profession in this city. He has not been absent so long as to be forgotten by his wide circle of acquaintances here. The doctor was Coroner for San Joaquin county back in the '80s, and for nearly twelve years was one of the best known and most successful physicians in this county. Five years ago he went to San Francisco, where he became associated with the celebrated surgeon Dr. H. Beverly Cole, and held the post of Instructor in Surgery at the University of California. His skillful work soon brought him into prominence, and within a few months he was located in San Francisco, where he was honored with the appointment of United States Consul Surgeon at Hongkong. He remained at this place three years, during which period he passed through two severe bubonic plague epidemics. After the American occupation of the Philippines Dr. Beede went to Manila, where he was made Chief Surgeon of the National Red Cross Hospital and Visiting Surgeon at San Juan de Dios Hospital. It was at the latter institution that all the wounded insurgents were brought for treatment. Dr. Beede returns to Stockton with a wide and more valuable experience in medicine and surgery, having travelled and practised extensively through China, Japan and the Philippine Islands."

At the Peak, Hongkong, on the 27th September, the wife of J. B. PATRICKSON, of a son. [2539]
At 3, Kimberley Villa, Kowloon, on the 28th September, the wife of ALEX. MACKENZIE, of a son. [2540]

The Daily Press.

HONGKONG OFFICE: 9, PRATY CENTRAL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, September 29th, 1900

DURING the Congress of the Royal Institute of Public Health, held this year at Aberdeen, Dr. PATRICK MANSON, whom all old residents here remember, gave a lecture entitled "Malaria a Sanitary Problem," which was the feature of the Congress. The lecturer pointed out that malaria, in spite of somewhat recent sporadic outbreaks, as an indigenous disease had ceased to exist in Great Britain. He further said that the problem of the prevention of malaria in our tropical colonies and possessions was one of the gravest that the Colonial Office of late years had been called on to grapple with. Although locally our reputation in the matter of malaria stands higher than that of those parts of the Dark Continent known as "the white man's grave," the prevalence and virulence of the disease here is sufficiently alarming to justify every effort being made to lessen its relentless ravages. As Dr. MANSON has said, the matter is one of sanitation; and this outstanding fact cannot be too frequently reiterated, nor too prominently kept in mind. As noted by Dr. CLARK in the Reports last week before the Sanitary Board, all kind of dense undergrowth should be scrupulously kept down, particularly if near human habitations; it affords warmth and shelter to mosquitoes during the cold dry weather which would otherwise kill them off. A beginning in this direction might be made on the various roads leading from the lower levels to the Peak; they are all, in very many places, far too thickly overgrown. Ubiquitous grass-cutters will, without being asked to do so, clear off all grass; it affords them a more or less succulent food for cattle in the wet season, and cheap firing or stable-bedding in the winter months. The many coarse weeds, however, that spring up so rapidly by the roadside, especially on rubbish dumped down and left from building operations, are of no use as fodder, littering, or fuel, and

TIENTSIN.

[FROM OUR OWN CORRESPONDENT.]

Tientsin, 10th September.

The Peking news is that the second function of the Field Force, viz., its punitive agency, is at last coming into play. Why the responsible leaders have been so long in abstaining from this urgent duty is best known to themselves. The Boxers in the absence of arms and real discipline may be contemptible as an enemy in the field, but none the less have they been the *finis* of *origo* of the whole volcanic upheaval; and until their society and *hocus* power have been reduced to zero, they will still be a tremendous power for evil, and a source of disgust to the natives, if not to the foreigners. Incredible as it may seem, faith still has its victory over sense, and they still vaunt them of their thannaturgic rubbish and maintain that their mystic spell and supernatural power only fail because of (1) the unbelief of the elect, (2) of the breaking of their charms by the more powerful exorcism of the foreigner, or by the presence of women in the scene of action. Truly might the American boy observe that "Faith is the belief in things that you know ain't so"; the Boxer movement and Christian science are not mental exotics even at the end of the XIX. Century; but let us come to fact. Reconnaissance were made by the Lanceros (the Bengal) and Germans in succession away to the S. W. of Lau-ko-chien or Polo's Bridge. They found the Boxers in force near Liang Hsiang, the first station on the Pao-fing line. Next day a large body of Germans went out accompanied by fifty Lanceros, and engaged the enemy. It was an affair, not a battle; some five hundred (I quote the smallest number given) were killed and apparently some escaped. The Germans had one killed and five wounded, including an officer.

Tientsin in the same week but a day or two earlier had a similar affair in hand. General Doward took out some 2,000 odd men towards Da Liu (23 miles down the Grand Canal). He had all arms, including a complete cavalry regiment and a battery of Horse Artillery, and made his dispositions to lay the whole force if fight were offered, but the inhabitants fled with absolute no resistance and took their punishment like gentle jans in the Sunday school story. Da Liu has for many years been notorious as a roving anti-foreign city; foreign boat passengers were always insulted and often robbed, and threatened in transit; and moreover throughout this great edition it has had an evil reputation as a Boxer centre. They knew punishment was coming and had transferred much of their goods and wealth into junk; they begged to be allowed to go on board of these; this was granted. The column was given permission to loot two large pawn shops before the town was fired and burned completely out. The "outing" took four days and was greatly enjoyed as such by the men and officers though the regret was widespread that there was no enemy to fight.

Tientsin has ever since been ludicrously like Rag Fair; at every street corner the Evarthy Aryans are to be seen selling old clothes by pantomime, and a crowd of clamorous Chinese coolies eager to buy cheap, but failing miserably in the attempt. Women's underwear and winter clothing figure largely in the sale and offer of course; illimitable chances of wit to the wags and scallywags of both races. Coolie wages run from 80 to 90 cents per diem and generally with rice thrown in. There can be no doubt that many of the thousands now employed by the different Commissariats are quondam Boxers. The metamorphoses are easy—simply donning some ribbons; thus we get the startling paradox that would-be homicides are now being rewarded by higher wages and better food by their putative victories.

For the first time in three months the Bank to-day bought specie and sold dollars in the normal way. I believe it is still forbidden, however, to soldiers and sailors as not to encourage the disposal of illegally held loot. For months the paying in rate of Mexicans has been Tls. 70, and the issue rate Tls. 75, figures exhibiting this discrepancy still obtain in some banks.

A large expeditionary force is being organized in Peking for Chi-Chou, a big prefectural City in Southern Chi-li, and practically the head-quarters of the Boxer movement. There is a universal tendency apparent all round to defer all new movements until the arrival of Count von Waldersee.

Mr. W. R. Carlos, the Consul of Tientsin, retires on a pension from the service this week; there is of course much speculation as to the inner meaning of this very unexpected step.

It was reported in Peking last week that M. de Giers was recalled; I believe this is wrong; it is Admiral Hiltbrandt, the senior officer in Takt, who is recalled. Common report ascribes the recall to official condemnation of the decision by which the ultimatum was sent in to the Takt foris on June 16th; if this be true it reveals a very low dab in official impudence. The Peking official folk all more or less affect the theory that this ultimatum was the sole cause of the attack on the Legation and on the Tientsin Settlements; but surely the history of the last six months does not support the notion that the official Peking view is a sound one. Almost to a man every judge in North China holds that the ultimatum only precipitated the crisis; it did not create it. Native Tientsin and Peking cities had gone hopelessly "Boxer" before the ultimatum was dreamed of, and it was only a question of one or two days that the officials and troops would declare for them also. The taking of the forts was a desperate remedy, and like all such, created much disturbance in the body politic, but it certainly saved our lives. It is not generally known that 4,000 men were actually marching from Letai to re-inforce the garrison at the forts at the moment of the attack.

It was only due to a railway civilian that these men did not get rail transit and come down in two hours. Great issues hang on small causes. It is to be devoutly hoped that the gallant Russian sailor is not going to suffer for a sound strong policy and to be Jonalized to save the face of a weak Minister!

Later, 6 p.m.

I hear on the authority of a foreign Consul here that Li Hung-chang has reached Tongku to-day. He was allowed to pass through the Fleet flying his own flag, but Admiral Bendemann, now senior officer, followed the *An Ping* up, and told the old Seang Sang that he could not be allowed to proceed until the arrival of Count Waldersee.

Li has been expected for the last six days and was understood to be about to take up his quarters in Chang Yen-mao's great Yamen-like place in the St. Municipal Extension, though as that is Japanese head-quarters it was difficult to see how it could well be.

The Russians are willing that he should come, and indeed had an imposing military demonstration at Chun Liang-chung in his honour, as well as a guard of honour at Tientsin Station. They moreover sent down a special train for him, so that if the German Admiral has stopped him there will be some sore feeling on the subject.

Every day for the last nine weeks we have been told that the Peking forts were about to be bombarded and stormed—numberless reconnoissances have been made—I believe it is at last to be done. Some people who affect to be behind the scenes say that the whole thing has been arranged; that the Allies are to make a show of attack, the Chinese show of resistance, and that all will be over in half an hour. The poor Commander wants to save his face, and the half starved garrison to get back to their wives and families. I must profess some scepticism as to this pretty scheme. I think there will be a fight. The ground is well mined, though mines under Chinese management are not very effective. The co-operation of the Navy is doubtful, but military men think the heavier guns at the Takt forts will try long bows—51 or 63 miles. We know the Russian, French, and Germans are in it, as these forces have entrained to-day; as the Japanese are very strong at their Takt base they will probably be there too. Our people are supposed to be in it by the British officers here, but the Russians assert we have elected to stand out and are growing according. I need not state that the Peking Takt command the Railway and communication with the Far North as well as the Tongs Shan Coal pits.

JOINT STOCK SHARES.

Mr. J. Y. V. Vernon says in his Weekly Share Report, dated Hongkong, 25th September:—Business during the week has been quiet and more or less interfered with by the Jewish New Year's holidays. Rates have ruled very steady and there are no changes of any importance to report. The United Assurance Society's report recommends a dividend of 820 per share, placing 825,000 to reserve and carrying forward 327,000. It also recommends a bonus of 82,000 to the staff.

BANKS.—Hongkong and Shanghai Banks in this early part of the week changed hands at 312 and 311 per cent. premium in small lots, at time of writing shares are obtainable at 312 with buyers at 311. Nationals unchanged and without business.

MARINE INSURANCES.—Unions, after the issue of the report, advanced to 235 without bringing shares on the market. Customs have also improved 25 and are now wanted at 3135. China Traders continue on offer at 357 without business. Straits and the Northern Assurance continue neglected. Notes for the latter are taken from the latest Shanghai circular in the absence of local business.

FIRE INSURANCES.—Both Hongkong and China continue neglected with sellers and only small sales at quotations.

SHIPPING.—Jinghong, Canton and Macao have ruled steady with fair sales at 311, closing with probable buyers at that rate. Indos continue in demand at 355 and 356 but few sales have changed hands. On the other hand Indos have been placed at 340 in small lots, closing with buyers at that rate. China Manilla and China Mutuals unchanged and without business.

MISCELLANEOUS.—Panjoms remain very dull at 313 with no sales to report. Jelabs have been on offer during the week at 313 without inducing sales. Caledonians and Olivers have changed hands in small lots at quotations. Raubs have been placed at 354, closing steady at that rate. Charbonnages continue in demand at 325, but no shares are obtainable.

REVENUES.—Both China Sugars and Lancers continue neglected at quotation with no business to report.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have been negotiating in fair lots at 545 per cent. premium cash. Kowloon Wharves at 355 and 356 for cash, and 356 and 357 for new, the latter closing in demand at 358. Wharves continue in demand without business.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have ruled firm at 3179 and a fair business has been transacted at that rate, market closing firm with buyers at 3179, and apparently no sellers. West-Point has ruled very quiet at 313, with only a small business to report. Humphreys have changed hands at 3104, 311 and 3114, closing rather weaker again at 311 with sellers.

CORRONS.—Hongkong have been on offer at 310 without inducing buyers to come forward. At an informal meeting of shareholders of this Company held on the 24th instant, a resolution was carried unanimously empowering the General Managers to accept a mortgage on the property for the amount of their loan and to offer preference shares to the extent of 300,000, first to the present shareholders, and then to the Public. A special meeting will be shortly called to discuss this resolution. In the absence of local business quotations for the Northern Mills are taken from the latest Shanghai circular.

MISCELLANEOUS.—Green Islands have been placed at 320 cash and at 321 for December. Watsons at 3154 and China Boroos at 330. Watkins are required for at 310 and China Providents at 324.

MISCELLANEOUS.—Douglas Steamship Company's Meeting (ordinary) on the 24th instant. Union Insurance Society's Meeting (ordinary) on the 24th instant. The 11th October, Hongkong and Kowloon Wharves Company's Call of 325, on new issue, payable on 29th instant.

LATE TELEGRAMS.

GENERAL NEWS.

THE COTTON CRISIS.

A temporary closing of the Lancashire Mills is threatened, caused by a rush on the cotton stocks in Liverpool, the scarcity being unprecedented.

The reason of the Lancashire manufacturers' decision is a shortage of supplies, and the high prices, in consequence of a corner by American. Brokers who are thus boycotted. The manufacturers re-assemble on the 21st instant to consider further action.

It is expected that the stoppage of the Cotton Mills will become general.

A circular issued by the Federation of Cotton Spinners recommends the members of the local Associations to cease work on the last twelve working days in October.

France has stored a quantity of coal at a new depot at Mucet.

ASHANTI AFFAIRS.

Two leading Ashanti Chiefs have surrendered, and it is expected others will follow.

Details of the attack on Ejess state that Captain Benson attacked without awaiting the co-operation of Colonel Brak's column as ordered. A Standard telegram says Captain Benson committed suicide, preferring death to capture.

INDIAN RAILWAY ANXIATION.

A telegram has been received at Simla from home, stating that the amalgamation of the Great Indian Peninsula and the Indian Midland Railways has been agreed upon.

EARTHQUAKE DISTURBANCE IN BOMBAY.

We learn from the Calcutta Observatory that there was a slight earthquake disturbance felt in Bombay, at about 4 a.m. on Monday morning. Only one of the instruments recorded it; the other was at the time apparently insensitive, as it failed to pick up movements.

The disturbance commenced at about 3.43 a.m. Bombay time, and reached its maximum at about 3.54; the larger movement ceased at 4.2 and the after tremors at 4.16. Thus the whole disturbance lasted fully 28 minutes. It was not a distant earthquake, nor was the movement large. The apparent distance of the origin from Bombay may have been about 500 miles.

THE ST. LEGER.

The result of the race for the St. Leger is as follows:

Diamond Jubilee 1
Elopement 2
Courland 3
Sailor Lad 4

The betting at the start was 7 to 2 upon Diamond Jubilee; 100 to 7 and 25 to 1 against Frontman and Mardi, respectively, who made the pace for Diamond Jubilee, but resigned the lead on going over the hill to Martineau. The favorite, however, led for the last mile, and won easily by one and a half lengths.

The starters other than the first four were: Downham, Mardi, Most Excellent, Philaries, and Hulcot.

BRITISH POLICY IN CHINA.

Prof. R. K. Douglas writes on the 25th ult. to the Times:—

A great and far-reaching mistake was made in the diplomatic arrangements which followed the war of 1899 in China when the allied plenipotentiaries agreed to the proposal of the Chinese that they should accept as the negotiator of the convention that was to be made an Imperial representative in the place of the Emperor himself, who had fled to Jehol in Mongolia. There is no doubt that for military reasons, both Lord Elgin and Baron Gros were in a great hurry to get away from Peking before the winter set in. Had it been otherwise it is certain that they would have demanded the Emperor's return, and would never have accepted Prince Kung's signature for that of his Sovereign. It is earnestly to be hoped that, in spite of the handicaps of Li Hung-chang, the same mistake will not be repeated now. A public notification should be issued stating that, until the Emperor returns to Peking and directs the necessary negotiations in person no proposals for peace can be entertained; and this announcement should be backed by the assertion that Peking, Jehol, and Takt, as well as any land to be handed over to the Emperor, shall be held by the allies until the Emperor sees fit to re-enter his capital.

The tenderness with which the susceptibility of the Chinese have always been treated by foreigners has been most injurious to the interests of peace. As you say in your leading article to-day, "The imagination of the Chinese can be suppressed only by visible acts of force," and it will be a great error if through any feelings of leniency we should refrain, as has been suggested, from taking possession of the Forbidden City, and if we were to hand on the Emperor to the rebels as a preliminary to the renewal of friendly relations. Any proposal that we should negotiate with the Dowager Empress should be absolutely ignored.

SOME STRAITS SETTLEMENTS FIGURES.

The revenue of the Colony for 1899 was \$5,199,149, corrected for arrears, against \$5,029,689, the revenue for 1898. The outlay was \$5,063,884, against \$4,582,051 in 1898.

The revenue from opium licences amounted to \$2,318,400; that from spirit licences reached \$757,200.

The Government profit on silver and copper coin issued in the Colony last year came to over \$58,000.

Subsidy silver coin to the value of \$93,000 was imported during last year, as against \$32,000 in 1898. A considerable quantity of this coin finds its way to Netherlands India.

The military expenditure of the Colony for 1899 was over \$983,250—contribution \$917,778 and balance of contribution for 1898, \$51,479. The contribution for 1899 was estimated at 174 per cent. of the revenue of the Colony, plus cost of military works, but it was afterwards fixed at 20 per cent. of the revenue, this amount to cover all the liabilities of the Colony.

The expenditure under the Volunteer Ordinance was over \$14,216. The outlay on the Penang Volunteer Corps was over \$2,000. The Crown Agents accounted for \$3,102. The outlay in Singapore came to \$8,424.

LATEST STEAMER MOVEMENTS.

The N. P. steamer *Victoria* sailed from Yokohama for Hongkong on the 23rd inst. The S. S. Co. P. & N. steamer *Empress of India* arrived in New York on the 20th inst. The S. S. Co. P. & N. steamer *Tartar* arrived in New York on the 20th inst.

JAPAN AND THE OCCIDENT.

In the *Times* of the 31st ult. appears the following letter, signed "F. B." and dated Tokyo, 25th July:—

The letter from Mr. A. B. Mitford, published in the *Times* of the 12th of July, has produced a most painful impression in Japan. Its full effect has not yet been received, but from a telegraphic summary the Japanese gather that their "civilization" is denounced as superficial, that from an Occidental point of view they are declared as unworthy as the Chinese, and that any increase of their influence in China is condemned as mischievous. It is certainly hard to hit, after that consistent course pursued by Japan during the past 35 years, she should still be the object of such suspicion. She may well ask on which side does the greater measure of racial prejudice exist. Like Herr von Brandt, whose anti-Japanese writings attracted so much attention during the China-Japan war of 1894, and were largely responsible for the Kaiser's "yellow nightmare," Mr. Mitford knows Japan only as she was during the stormy days immediately preceding and following the centralization of the government in 1871. He left Tokyo before the fall of feudalism had been consummated, and during the past 30 years he has paid but one visit to the country, for a few months, whereas anti-Japanese writers attracted so much attention during the China-Japan war of 1894, and were largely responsible for the Kaiser's "yellow nightmare," Mr. Mitford knows Japan only as she was during the stormy days immediately preceding and following the centralization of the government in 1871. 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(Published by Special Arrangement.)

IN WHITE RAIMENT.

WILLIAM LE QUEUX.

Author of "Whose Findeth a Wife," "Purple and Fine Linen," "The Day of Temptation," "Of Royal Blood," &c., &c.

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CHAPTER XII.

THE MORNING AFTER.

"Then why have you compelled me to meet you again?" she demanded fiercely, in a tone which showed her abhorrence of him. "The last time we met you told me that you were going abroad. Why haven't you gone?"

"I've been, and come back again."

"That's my business," he answered quite calmly. "Your welcome home is not a very warm one, to say the least."

"I have no welcome for my enemies."

"Oh! I'm an enemy—oh! Well," he added, "I have always considered myself your friend."

"Friend!" she echoed. "You show your friendship in a rather curious manner. You compel me to do your bidding—do as your 'decoy'!"

"Come, come," he laughed, his temper quite untroubled by her accusation. "You know that in all my actions I am guided by your interests—as well as my own."

"I was certainly not aware of it," she responded. "It cannot be to my interest that you compel me to meet you here like this at risk of discovery. Would it not have been better if our meeting had taken place in London, as before?"

"Necessity has driven me to make this appointment," he responded. "To write to you is dangerous, yet I wanted to give you warning so that you can place yourself in a position of security."

"A warning—of what?" she asked breathlessly.

"La Gioia is here."

"La Gioia!" she gasped. "Here? Impossible!"

"La Gioia!" he repeated. "It was the name I had found written upon the piece of paper beneath her pillow."

"Unfortunately, it is the truth," he responded in an earnest voice. "The countess is here."

"Serious!" she cried in alarm. "Yes, it is serious, and through you I am thus placed in peril."

"How do you intend to act?"

"I have no idea," she responded, in a hoarse tone. "I am tired of it all and driven to despair—I am sick to death of this eternal scheming, this perpetual fear that the terrible truth should become known. God knows how I have suffered during this past year. Ah! how a woman can suffer and still live! I tell you, she cried, with sudden desperation, "this dread that haunts me continually will drive me to take my life!"

"Rubbish!" he laughed. "Keep up your pluck. With a little ingenuity a woman can deceive the very devil himself!"

"I tell you," she said, "I am tired of life—of you—of everything. I have nothing to live for—nothing to gain by living!"

Her voice was the broken voice of a woman driven to desperation by the fear that her secret should become known.

"Well," he laughed brutally, "you're certainly nothing to gain by dying, my dear."

"You taunt me!" she cried, in anger. "You who hold me irresponsibly in the hand of guilt—why compel me to act as your accomplice in these schemes? I hate you!"

"Without a doubt," he responded, with a short laugh. "And yet I have done nothing to arouse this feeling of antagonism."

"Nothing! Do you then think so lightly of all the past?"

"My dear girl," he said, "one should never think of what has gone by. It's a bad habit. Look to your own safety—and to the future."

"La Gioia is here!" she repeated in a low voice, as though unable fully to realise all that terrible announcement meant. "Well, how do you intend to act?"

"My actions will be guided by circumstances," he replied. "And you?"

She was silent. The stillness of the night was broken only by the dismal cry of a night bird down near the lake.

"I think it is best that I should die and end it all," she replied, in a hard, strained voice.

"Don't talk such nonsense," he said impatiently. "You are young, graceful, smart, with one of the prettiest faces in London. And you would commit suicide. The thing is utterly absurd!"

"What have I to gain by living?" she inquired again, that question being apparently uppermost in her mind.

"You love young Chetwode. You may yet marry him."

"No," she answered with a sigh. "I fear that can never be. Happiness can never be mine—never."

"Does he love you?" inquired the major, with a note of sympathy in his voice.

"Love me? Why, of course he does."

"You have never doubted him?"

"Never."

"And he has asked you to marry him?"

"Yes, a dozen times."

"When was the last occasion?"

"To-night—an hour ago."

"And you, of course, refused?"

"Of course."

"Why?"

"Because of the barrier which prevents my marriage with him."

"And you will allow that to stand in the way of your safety?"

"My safety!" she echoed. "I don't understand."

"Cannot you see that if you married Cyril Chetwode at once, La Gioia would be powerless?"

"Ah!" she exclaimed, suddenly impressed by the suggestion. "I had never thought of that!"

"Well," he went on, "if you take my advice, you'll lose no time in becoming Chetwode's wife. Then you can defy your enemies, and snuff your fingers at La Gioia."

A deep silence fell. The woman who was my wife was reflecting.

"You say that by marriage I could defy my enemies, but that is incorrect. I could not cut myself free of all of them."

"Why? Whom would you fear?"

"You yourself!" she answered bluntly. "I know you too well, and I know you are not to be trusted. I know that I could never be safe from your treacherous plotting, that just at the moment of my happiness you would cast upon me the black shadow of the past."

"You have no confidence in me," he protested, with a disgusted air.

"I can have no confidence in one who holds me enslaved as you do."

"And yet I have come here at considerable risk and personal inconvenience to give you warning."

"Because you fear discovery yourself?"

"No," he laughed. "I'm quite safe. I merely came here to make two suggestions to you. One I have already made, namely, that

you should marry Chetwode without delay. And the other—"

He paused, as though accurately to gauge the extent of his power over her.

"Well? Go on. I am all attention."

"The other is that you should, as before, render me a trifling assistance in a little matter I have in hand which, if successfully carried out, will place both of us for ever beyond the reach of La Gioia's vengeance."

"Another scheme?" she cried wearily.

"Well, what is it? Some further dastardly plot or other, no doubt. Explain it."

"No. You are under a misapprehension," he responded quickly. "The affair is no dastardly plot, but merely a little piece of ingenuity by which we may outwit La Gioia."

"Outwit her!" she cried. "The very devil himself could not outwit La Gioia!"

"Ah!" he laughed. "You women are always so ready to jump to ill-formed conclusions. She has no weak point."

"And you have discovered it?"

"Yes. I have discovered it."

"How?"

"That is my affair. It is sufficient to be aware that she, the invincible, is nevertheless vulnerable."

There was another pause, but at last the woman I loved responded in a firm determined tone.

"Then, if this is true, I leave it to you. You declare that you are my friend; therefore I can at least rely on you for protection, especially as we have so many interests in common."

"But you must assist me," he observed.

"No," she answered, "I refuse to do that. I have painful recollections of what has already happened. The grim ghosts of the past are always with me."

"You are far too impressionable," he laughed.

"If I had not stood your friend, you would have fallen into the hands of the police long ago."

"And you?" she inquired.

He did not respond. Possibly the subject was rather too unwelcome to admit of discussion. From his fingers I knew this man to be at least a good-bird who had performed hard labour, and it was also certain that with the ingenuity prepared cigarette he had attempted to take my life.

"No," she went on, in a clear firm voice, "I refuse to be further associated with any of your schemes. You are quite capable of carrying out any villainy without my assistance."

"Need we use the term villainy where La Gioia is concerned?" he asked. "You know her well enough to be aware that if she finds you she will be merciless, and will gloat over your downfall."

"I would kill myself before she discovers me," my wife declared.

"But you might not have time," he suggested.

"To die willingly demands considerable resolution. Women's nerve usually fails them at the extreme moment."

"Mine will not, you may rest assured of that," she answered.

"You don't seem capable of listening to reason to-night," he retorted.

"I am capable of listening to reason, but not to conspiracy," she replied with some hauteur.

"I know well what is passing in your mind. It is not the first time that such a thought has passed through your mind. You would plot to take her life."

"To murder La Gioia!"

He laughed outright, as though there were something humorous in her words.

"No, no, my dear," he answered quickly. "You quite misunderstand my intention."

"I misunderstood your intention on a previous occasion," she said, meaningly.

"But in this affair our interests are entirely mutual," he pointed out. "You must assist me."

"I shall not."

"But you must. It is imperative. We have everything to gain by securing her silence."

"And everything to lose by meeting her."

"But when we meet her it will be in defence. I have thought out a plan."

"Then carry it out," she said. "I will have nothing whatever to do with it."

"I may compel you," he said, with slow distinctness.

"You have already compelled me to act as your accomplice, but you have strained my hands until they can resist no longer. I intend to break them."

"That is, indeed, very interesting!" He laughed, treating her as though she were a spoilt child.

"Yes," she cried, furiously, "I will kill myself!"

"And leave me to make a scandalous explanation."

"Then you would bewitch my good name after my death!" she said, turning upon him quickly. "Ah! yes. You show yourself in your true colours. You would even weave about me a web of infamy, so as to prevent me taking my life. I hate and detest you!"

"That's not the first time you have informed me of that fact, my dear," he responded, with perfect coolness.

"If it were not for you I should now be a happy, careless girl, without a thought beyond the men I love. Thanks to you I am, however, one of the most wretched of all God's creatures."

"You need not be. You are petted in your own circle of friends, and your reputation remains unimpaired."

"I occupy a false position," she declared.

"What would Cyril say if he knew the truth?"

"A woman should never study the man who is to be her husband. It makes him far too conceited; and, moreover, she is sure to regret it in after life."

He was at times shrewdly philosophical, this scoundrel who held my wife beneath his thrall.

"I have recently gone to thank for my present position. Believed by the world to be an honest innocent girl, and accepted as such, I nevertheless fear from hour to hour that the truth may be revealed, and that I may find myself in the hands of the police. Death is preferable to this constant, all-consuming dread."

"The unreasonableness and pertinacity of woman is extraordinary," he exclaimed, in a tone of impatience. "What good can possibly result from this duel between us? Why not let us unite in defeating La Gioia?"

"That I refuse to do."

"But our position is serious—most serious," he pointed out. "Suppose that she discovers you?"

"Well, what then?"

"You would be entirely at her mercy," he said in a deep voice. "And you know her well enough to be aware that once determined upon a

course she never goes back—you know the fierceness of her vengeance."

"I know," she responded in a voice scarce above a whisper, the voice of a woman driven to desperation.

"She is your enemy," he said. "She would torture, and afterwards kill you!"

"She could not torture me more than I am already tortured, with my mind so full of all that has gone by," my wife declared in a hoarse, unnatural voice which plainly told of acute suffering.

"But you must arm yourself against her," he urged. "Together we are strong enough to defeat any attack that she may make. Remember, that she is in London in search of you."

"Do you think she'll easily find me?"

"Ah! I do not know," he responded. "She has, as you are well aware, many sources of secret information open to her. Before now she has got at secrets that were supposed to be inviolable. She may discover ours."

"Then tell me plainly," she asked, dropping her voice until it was scarcely above a whisper, "do you, yourself, fear her?"

"Yes. She is the only person who besides ourselves knows the truth," he responded in a low tone.

"And you would set a trap into which she will fall?" she went on, still in a whisper.

"Come, do not let us quarrel longer. You intend to kill her?"

There was a dead silence. It last her companion spoke.

"Well," he answered, "and if your surmise is correct?"

"Then once and for all," she said, raising her voice, "I tell you that I'll have no hand whatsoever in it! I will not be your accomplice in the crime. I am no murderer!"

He was apparently taken aback by the suddenness of her decision.

"And you prefer to be left unprotected against the vengeance of La Gioia!" he said, harshly.

"Yes, I do," she said determinedly. "And recollect that from to-night I refuse to be further associated with these vile schemes of yours. You deceived me once; you shall never do so again."

"It was for your own benefit—your own safety," he declared quickly.

"Enough!" she cried in anger. "You have spoken, and I have given my answer. I prefer the vengeance of La Gioia to becoming your accomplice in a foul and secret crime."

He laughed aloud.

"And you think you can break from me as easily as this? Your action to-night is foolish—unfathomable. You will repent it."

"I shall never repent. My hatred of you is too strong!"

"We shall see," he laughed. "We shall see!"

"Let me pass!" she cried, and leaving him walked quickly down the path, and in a few moments the flutter of her light dress was lost in the gloom.

Her companion laughed again, a short evil laugh, then turning, hurried after her.

I emerged quickly from my hiding-place, and followed them as far as the stile. He had overtaken her, and was striding by her side, overtaking and talking earnestly as they were crossing the open grass-land.

It followed rapidly close to overtake what words he said was impossible without detection, therefore I was compelled to remain and watch the receding figures until they became swallowed up in the darkness. Then, turning I passed through the belt of wood again, and scaling a wall gained the high-road which, after a walk of half-an-hour, took me back to Homelaw.

That night I slept but little. The discovery I had made was extraordinary. Who was this woman with the strange name? "La Gioia" meant in Italian "The Jewel," or "The Joy."

Why did they fear her vengeance?

In the morning, as I descended to breakfast, the landlady of the inn, standing in his shirt-sleeves, met me at the foot of the stairs.

"Have you heard the terrible news, sir?" he inquired.

"No," I said in surprise. "What news?"

"There was murder committed last night, over in Whitton Park!"

"Murder!" I gasped. "Who has been murdered?"

(To be continued.)

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LONDON VIA SUEZ CANAL.	PAETOCUS	Brit. str.	11th	E. G. Andrews	P. & O. S. N. Co.	On or about 4th Oct.
LONDON VIA SUEZ CANAL.	INDOMENUS	Brit. str.	11th	Dickens	BUTTERFIELD & SWIRE	On 10th Oct.
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MARSEILLES, LONDON & ANTWERP, V. SPORE, & C.	ROHILLA	Jap. str.	11th	E. W. Haswell	NIPPON YUSEN KAISHA	On 12th Oct., at Daylight.
MARSEILLES, LONDON & ANTWERP, V. SPORE, & C.	AWA MARU	Jap. str.	11th	Flandin	MESSAGERIES MARITIMES	On 18th Oct., at Noon.
MARSEILLES, LONDON & ANTWERP, V. SPORE, & C.	KASUGA MARU	Jap. str.	11th	G. Huetmann	BUTTERFIELD & SWIRE	On or about 30th inst.
MARSEILLES, LONDON & ANTWERP, V. SPORE, & C.	LAOS	Fr. str.	11th	G. Garrioch	P. & O. S. N. Co.	On 1st Oct.
MARSEILLES, LONDON & ANTWERP, V. SPORE, & C.	LYEEMOON	Brit. str.	11th	T. H. Hilde, R.N.R.	DOUGLAS LARSEN & CO.	On or about 6th Oct.
MARSEILLES, LONDON & ANTWERP, V. SPORE, & C.	WHAMPOA	Brit. str.	11th	Knech	DOUGLAS LARSEN & CO.	To-morrow, at Daylight.
MARSEILLES, LONDON & ANTWERP, V. SPORE, & C.	SOCOTRA	Brit. str.	11th	T. O'Connell	MITSUBI BUSSAN KAISHA	To-morrow, at Daylight.
MARSEILLES, LONDON & ANTWERP, V. SPORE, & C.	MAIDZURU MARU	Jap. str.	11th	S. A. S. S. Co.	MITSUBI BUSSAN KAISHA	On 10th Oct.
MARSEILLES, LONDON & ANTWERP, V. SPORE, & C.	ANDING MARU	Jap. str.	11th	K. Suzuki	BUTTERFIELD & SWIRE	To-day
MARSEILLES, LONDON & ANTWERP, V. SPORE, & C.	AKASHI MARU	Jap. str.	11th	W. Haswell	BUTTERFIELD & SWIRE	On 2nd Oct.
MARSEILLES, LONDON & ANTWERP, V. SPORE, & C.	MARIE JEBSEN	Brit. str.	11th	W. Haswell	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
MARSEILLES, LONDON & ANTWERP, V. SPORE, & C.	NANCHANG	Brit. str.	11th	W. Haswell	JARDINE, MATHESON & CO.	On 1st Oct., at 3 P.M.
MARSEILLES, LONDON & ANTWERP, V. SPORE, & C.	LOONGSANG	Brit. str.	11th	G. T. Blackland	SHAW, TOMES & CO.	On 2nd Oct., at Noon.
MARSEILLES, LONDON & ANTWERP, V. SPORE, & C.	ESMERALDA	Brit. str.	11th	R. Rolfe	JARDINE, MATHESON & CO.	On 2nd Oct., at 5 P.M.
MARSEILLES, LONDON & ANTWERP, V. SPORE, & C.	LEGASPI	Brit. str.	11th	P. P. P. P.	BUTTERFIELD & SWIRE	On 2nd Oct., at 4 P.M.
MARSEILLES, LONDON & ANTWERP, V. SPORE, & C.	YUENSANG	Brit. str.	11th	J. G. O'Connell	DAVID SASSON, SOSS & CO.	To-day, at 3 P.M.
MARSEILLES, LONDON & ANTWERP, V. SPORE, & C.	KATFONG	Brit. str.	11th	C. Matcovich	SANDER, WIEBER & CO.	On 2nd Oct., P.M.
MARSEILLES, LONDON & ANTWERP, V. SPORE, & C.	CATHERINE APCAR	Brit. str.	11th			
MARSEILLES, LONDON & ANTWERP, V. SPORE, & C.	MELPOMENE	Brit. str.	11th			

SHIPPING.

ARRIVALS.
Sept. 28, HAITAN, British str., 11th, Roach, Poochow, via Ports 27th September, General—DOUTLAS LARSEN & CO.
Sept. 28, CHOWTAY, German str., 11th, J. A. Martin, Bangkok 20th Sept. and Swatow 27th, via Ports and General—BUTTERFIELD & SWIRE.
Sept. 28, HOHIO, French str., 5th, Merice, Hoioh 27th Sept., General—A. R. MARTY.
Sept. 28, POKTO, German str., 6th, H. Grand, Saigon 23rd Sept., General—SHAW, TOMES & CO.
Sept. 28, MUTTRA, British transport, 4th, D. C. Macintyre, R.N.R., Taku 21st September.
Sept. 28, KWANGTSE, British str., 1st, R. L. Lincoln, Shanghai 25th Sept., General—CHINESE.

CLEARANCES.

At the HARBOR MASTER'S OFFICE.
28th SEPTEMBER.
Anigo, German str., for Amoy.
Blue Branch, British str., for Moji.
Kobukido Maru, Japanese str., for Moji.
Haitan, French str., for Hoioh.
Poochow, British str., for Shanghai.
Shikoku Maru, Japanese str., for Manila.

DEPARTURES.

Sept. 28, ITAKATA MARU, Jap. str., for Kobe.
Sept. 28, FORMOSA, British str., for Swatow.
Sept. 28, PETER RICKMERS, German ship, for Portland.
Sept. 28, HAITAN, French str., for Hoioh.
Sept. 28, FUSION, British str., for Shanghai.
Sept. 28, SHIKANO MARU, Jap. str., for Sydney.
Sept. 28, NEVADA, British transport, for Taku.

VESSELS IN DOCK.

ABRAHAM DOCK—U.S.S. Monterey, Argus, Kong Bung, Vigilante, H.I.G.M.S. Tiger, Canton, Talles, Legazpi.
COSMOPOLITAN DOCK—Stanfield, Hankow.

SHIPPING REPORTS.

The British steamer *Kowloon*, from Shanghai 25th Sept., had light variable winds to the Islands; thence to port moderate to strong N.E. winds and moderate following sea. Fine weather throughout.
The British steamer *Chowtaw*, from Bangkok 20th Sept. and Swatow 27th, had moderate to strong monsoon from Bangkok to Swatow, with smooth sea. From Swatow to port strong easterly winds and moderate high sea with clear weather.
The British steamer *Haitan*, from Poochow, Amoy and Swatow 27th Sept., had moderate N.E. breeze and sea, fine and clear weather to Amoy and Swatow. From Swatow to port strong N.E. breeze and rough sea. Vessel in Amoy—H.M.S. *Ida*.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—
Norwood, British ship, Thos. Roy.—Order.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CLYDE"
Captain A. L. Valentini, carrying Her Majesty's Mails, will be despatched from this office on SATURDAY, the 29th September, 1900, at Noon, taking passengers and cargo for the above ports.

For London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 17th September, 1900.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"CATHERINE APCAR"
Captain J. G. O'Connell, will be despatched for the above ports TO-DAY, the 29th instant, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSON, SOSS & CO.,
Agents.
Hongkong, 22nd September, 1900. [247]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship
"LOONGSANG"
Captain W. Haswell, will be despatched as above TO-DAY, the 29th inst., at 4 P.M.

This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 25th September, 1900. [248]

TAIKOO SUGAR REFINING COMPANY, LIMITED.

FOR AMOY, SAMARANG AND SOURABAYA.
THE Company's Steamship
"MARIE JEBSEN"
will be despatched as above TO-DAY, the 29th inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th September, 1900. [252]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.
THE Company's Steamship
"MAIDZURU MARU"
Captain T. O'Connell, will be despatched for the above ports TO-MORROW, the 30th instant, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUBI BUSSAN KAISHA,
Agents.
Hongkong, 24th September, 1900. [15]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUETOTS-POSTE FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
THE Company's Steamship
"LAOS"
Captain Flandin, will be despatched for the above ports on or about SUNDAY, the 30th instant, instead of as previously notified.

For Freight or Passage, apply to
G. DE HAMPEAUX,
Agent.
Hongkong, 27th September, 1900. [2]

SAIL TO NEW YORK.

THE Sailing Vessel
"SACHEM"
will sail for the above port on or about 30th September, 1900.

For Freight, apply to
SHEWAN, TOMES & CO.,
Hongkong, 17th September, 1900. [242]

FOR SHANGHAI.

THE Steamship
"LYEEMOON"
Captain G. Heuerman, will be despatched for the above port on MONDAY, the 1st October, at 4 P.M.

This steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to
SIEMSEN & CO.,
Hongkong, 26th September, 1900. [251]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
THE Company's Steamship
"WHAMPOA"
Captain Garrioch, will be despatched as above on MONDAY, the 1st October.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th September, 1900. [252]

HAMBURG-AMERIKA LINE.

(FREIGHT SERVICE).
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, BREMEN, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
SAXONIA { HAVRE, BREMEN and HAMBURG } On 8th { Freight.
Capt. Jager { VIA COLOMBO } October.
(London with transhipment in Hamburg)

ASTORIA { NEW YORK VIA SUEZ CANAL } About 15th { Freight.
Capt. Hildebrandt { } October.
(London with transhipment in Hamburg)

HAMBERG { HAVRE & HAMBURG } About 23rd { Freight.
Capt. Jacobs { } October.
(London with transhipment in Hamburg)

SARNIA { HAVRE & HAMBURG } About 31st { Freight and
Capt. Schlaefke { } October. Passage.
(London with transhipment in Hamburg)

KONIGSBERG { HAVRE & HAMBURG } About 10th { Freight and
Capt. Schneider { } November. Passage.
(London with transhipment in Hamburg)

* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to
CARLOWITZ & CO.,
AGENTS.

HAMBURG-AMERIKA LINE. NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 21st September, 1900. [13]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
BINGO MARU { MARSEILLES, LONDON, and } FRIDAY, 5th Oct., at
F. K. Davies { ANTWERP, VIA SINGAPORE, } DAYLIGHT.
{ PENANG, COLOMBO & PORT SAID }

AWA MARU { KOBE and YOKOHAMA } FRIDAY, 12th Oct., at
N. Trent { } DAYLIGHT.

KASUGA MARU { NAGASAKI, KOBE and YOKO- } THURSDAY, 18th Oct., at
E. W. Haswell { HAMA } NOON.

TAMBA MARU { MARSEILLES, LONDON, and } FRIDAY, 19th Oct., at
J. W. Wals { ANTWERP, VIA SINGAPORE, } DAYLIGHT.
{ PENANG, COLOMBO & PORT SAID }

YAWATA MARU { THURSDAY ISLAND, TOWNS- } FRIDAY, 26th Oct., at
A. E. Moses { VILLE and BRISBANE via } 4 P.M.
{ MANILA, SYDNEY and MELBOURNE }

Through-Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA,
Manager.
Hongkong, 22nd September, 1900. [12]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

"EMPERESS OF CHINA" ... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 24th Oct., 1900
"EMPERESS OF INDIA" ... Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 21st Nov., 1900
"EMPERESS OF JAPAN" ... Comdr. H. Pybus, R.N.R. ... WEDNESDAY, 19th Dec., 1900

The magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS a WEEK in the Trans-Pacific journey and make connection at Vancouver with the CANADIAN TRANS-CONTINENTAL TRAINS from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Map, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder Street.
Hongkong, 29th September, 1900. [9]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	WEDNESDAY	SAILING DATES.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	17th October.
SACHSEN	WEDNESDAY	31st October.
OLDENBURG	WEDNESDAY	14th November.
BAYERN	WEDNESDAY	28th November.
STUTTGART	WEDNESDAY	12th December.
KONIG ALBERT	WEDNESDAY	26th December.
PRINZ HEINRICH	WEDNESDAY	9th January, 1901.
PRINZESS IRENE	WEDNESDAY	23rd January, 1901.
PREUSSEN	WEDNESDAY	6th February, 1901.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	20th February, 1901.
SACHSEN	WEDNESDAY	6th March, 1901.
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	

ON WEDNESDAY, the 3rd day of October, 1900, at Noon, the Steamship "HAMBURG" of the HAMBURG-AMERIKA LINE, Captain Knech, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on MONDAY, the 1st October. Cargo and Special will be received on Board until 5 P.M. on TUESDAY, the 2nd October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50. and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
AGENTS.

Hongkong, 21st September, 1900. [8]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR LONDON & C. VIA PORTS OF CALL.

STEAMERS. TO SAIL ON. REMARKS.
CLYDE { Noon, 29th } See Special Advertisement.
A. L. Valentini { Sept. }

YOKOHAMA VIA N. (ROHILLA) { 4 P.M. 25th } (Passing through the Inland
GASAKI & KOBE { C. H. S. Toque, R.N.R. } Sept.) Sea. Freight or Passage.

LONDON { MALACCA } { About 4th } Freight or Passage.
E. G. Andrews { Oct. }

SHANGHAI & JA { SOCOTRA } { About 6th } Freight or Passage.
T. H. Hilde, R.N.R. { Oct. }

PAN { } { } { }
For Further Particulars, apply to
A. M. MARSHALL,
Acting Superintendent.

Hongkong, 28th September, 1900. [1]

NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI.

INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.

VESSELS ON THE BERTH
FOR MANILA AND ILOILO.

THE Steamship
"LEGASPI."
Captain Iribar, will be despatched as above on TUESDAY, the 2nd October, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. The Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
MIZARRAGA, HERMANOS,
Agents.
Hongkong, 27th September, 1900. [2520]

CHINA NAVIGATION COMPANY, LIMITED.

FOR ILOILO AND CEBU.
"KAIFONG."
Captain Pennefather, will be despatched as above on TUESDAY, the 2nd October, at 4 p.m.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th September, 1900. [2493]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.
(In close connection with the Co.'s accelerated line to Trieste.)
"MELPOMENE."
Captain C. Matovich, will be despatched as above on TUESDAY, the 2nd October, P.M.
For Information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 28th September, 1900. [19]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.
"ANPING MARU."
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 3rd Oct., at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 10th September, 1900. [1443]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.
"HONGKONG MARU."
will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on SATURDAY, the 6th October, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central, and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, 14th September, 1900. [15]

VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.
FOR SAMARANG AND SOERABAYA
THE Company's Steamship
"NANCHANG."
Captain Finlayson, will be despatched as above on TUESDAY, the 2nd October.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th September, 1900. [2475]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
"ALCINOUS."
Captain Palford, will be despatched as above on TUESDAY, the 2nd October.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 20th August, 1900. [2278]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.
"AKASHI MARU."
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 10th October.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 28th September, 1900. [2524]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at NOON.
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 8, at NOON.
CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 4, at NOON.
THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on SATURDAY, the 13th October, at NOON.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central, and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, 19th September, 1900. [3]

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN, AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.
ON MONDAY, the 8th October, 1900, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.
This Steamer connects at COLOMBO with the a.s. Polynesia, which vessel takes on her Passengers and Mails leaving that port on the 20th October, direct to Suez, Port Said and Marseilles.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 p.m. on the 7th October. (Parcels are not to be put on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.
For further Particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 25th September, 1900. [2]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 23, at NOON.
CORTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 17, at NOON.
GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 11, at NOON.
THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 23rd October, 1900, at NOON.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.
Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.
All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, 28th September, 1900. [4]

HONGKONG BUSINESS DIRECTORY.

AUCTIONEERS, &c.
PAUL BREWITT,
2, Zedell Street, Auctioneer, Appraiser and Commission Agent.
HUGHES & HOUGH,
Auctioneers to the Government, and Share and General Brokers, corner Ice House Street and Praya Central.
V. I. REMEDIOS,
Auctioneer, Appraiser and Agent, 8, Queen's Road Central.
BOARD AND LODGING
THE WESTERN HOTEL,
Excellent Accommodation, \$2.50 per day. 90 and 92, Queen's Road West.
BOOKBINDING
"DAILY PRESS" OFFICE,
The only office in China having European taught workmen. Equal to Home Work.
BOOKSELLERS AND STATIONERS
W. BREWER & CO.,
Printers, Bookbinders and Account Book Manufacturers, 23 and 25, Queen's Road (under Hongkong Hotel).
BUILDERS
KANG ON,
Contractor, 39, D'Aguiar Street. Local and Coast Port Buildings, Timber, Brick and Granite.
Mechanics engaged. Estimates given.
CHEMISTS, DRUGGISTS, &c.
THE PHARMACY,
10, Queen's Road Central. Family and Dispensing Chemists, Wines, Spirits and Cigars.
THE VICTORIA DISPENSARY,
Chemists and Druggists. High-class Aerated Waters, Dealers in Photographic Requisites. Queen's Road.
WATKINS, LD. APOTHECARIES' HALL, 60, Queen's Road Central, Cigars, Aerated Waters, Wines, Beers, Spirits, etc.
CURIO DEALERS
KUN & KOMOR,
Fine Art, Japanese and Chinese Curios, 21 and 23, Queen's Road, Hongkong, Shanghai, Kobe, Yokohama.
KWONG HING,
China Porcelain, Crockery Ware; 50a, Queen's Road Central.
DENTISTS
WONG HOMI,
Surgeon Dentist, 50, Queen's Road Central.
WONG TAI FONG,
Surgeon Dentist, 24, Bank Buildings, Opposite Hongkong Hotel.
DRAPERS
EBRAHIM ELIAS & CO.,
Milliners, Silk Mercers, Haberdashers. Low Prices; 37, 39, Wellington Street.
SEE WOO,
Tailor, Draper and Outfitter; 67 and 69, Queen's Road.
FLOUR
SPERRY FLOUR COMPANY,
Proprietors of the following Celebrated Brands of Flour—"Sperry's," "Anchor," "Golden Gate," "Pioneer," "Buckeye," "Anchor," &c.
WILLIAM WHITLEY, Manager.
FURNITURE WAREHOUSEMEN
A. CHEE & CO., Established 1859.
Every Household Requisite. Depot for Eastman's Kodak Films and Accessories; 17a, Queen's Road Central.
LI KWONG LOONG,
Cabinet-maker, Furniture Dealer, Art Decorator and Dealer, 17, Queen's Road.
GROCERS
THE MUTUAL STORES,
SUB-AGENTS LIPTON, LD.,
8 and 10 D'Aguiar Street.
Provision and General Merchants.
JEWELLERS
KANG LEE & CO.,
Jewellers, Gold and Silversmiths, Watchmakers, Japanese Curios and Blackwood Furniture. Opposite Post Office, 36, Queen's Road Central.
MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40, Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Iloilo.
WAN LOONG,
Gold and Silversmith, Silk Dresses, Crêpe Shawls, Ivory, Lacquerware, Fans, Curios, Etc., Human Hair, Feathers; 33, Queen's Road Central.
THE LIGHT OF THE FUTURE
ASTERN ACETYLENE LIGHTING COMPANY, Head office, 62a, Queen's Road Central. Fittings of every description for the ACETYLENE LIGHT at lowest rates.
MERCANTILE AGENT
WOODS & CO.,
Dundell Street, Agents for American and European Export Houses.
PHOTOGRAPHERS
A FONG,
The largest and most complete Studio in Hongkong. Established 1859. Views, Enlargements, Ivory Miniatures, Oil Paintings, &c.; Ice House Street.
E. HING,
Enlarging, Developing, Printing, Modern Rates, 20a, Queen's Road East.
MEI CHEUNG,
Ice House Street, Top Floor. Permanent Enlargements, Groups, Views, etc.; Development, Works, Amateurs' Requisites.

HONGKONG BUSINESS DIRECTORY.

PHOTOGRAPHERS
M. MUMEY, JAPANESE ARTIST,
Bromide and Crayon Enlargements. Work done for Amateurs; 5a, Queen's Road, CL.
YEE CHUN,
Marine and Portrait Painter, 50, Queen's Road, Upstairs.
H. YERA,
Japanese Photographer, 14, Beaconsfield Arcade, Queen's Road CL, also Wanchai Amateurs' Requisites a Specialty.
PRINTING
"DAILY PRESS" OFFICE,
Proofs read by Englishmen.
RATIAN FURNITURE
KWONG TAI LOY,
Rattan Furniture, Bamboo, Blinds, Matting all Colours; 18, Praya Central.
SILK GOODS DEALERS
TEJUMUL POHUSING,
Dealer in Chinese, Indian and Japanese Goods, Silks, Woollen and Cashmere Shawls and other Similar Goods; 4, D'Aguiar Street, First Floor.
WASSIAMULL ASSOMULL,
Wholesale and Retail Importers and Exporters, India, Chinese and Japanese Silks, Cashmere Shawls and Ceylon Laces; 46, Queen's Road, CL.
SILK LACE MANUFACTURERS
FR. BLUNCK,
Exporters of Real Hand-made Torchon Lace in Silk, Linen and Cotton; Grasscloth and Silk Embroideries. Hand-made Silk and Linen Lace Curtains made to order; 17, Queen's Road, Central.
STOREKEEPERS
F. BLACKHEAD & CO.,
Navy Contractors, Shipchangers, Sailmakers, Provision and Coal Merchants, Praya Central, next Hongkong Hotel.
KWONG SANG & CO.,
Shipchangers, Sailmakers, Hardware, Engineer Tools, Drums and Iron Merchants, 144, Des Vaux Road.
MORE & SEIMUND,
Shipchangers, Sailmakers, Riggers, Commission Agents and General Storekeepers, 43 and 45, Praya Central.
TAILORS
AH-MEN, HING-CHEONG & CO.,
Tailors, Drapers and Outfitters, Queen's Road Central, Old Club Site.
Branch: A-MAN, opposite City Hall.
R. HAUGHTON & CO.,
Naval Military and Court, 16, Queen's Road, Opposite Kuhn's Curio Store.
HUNG YUEN,
Outfitters, Shirt Makers, Hatters, Hosiery, Drapers, 85, Queen's Road, Central.
TAK CHEONG,
Tailors, Gentlemen's Outfitters, Hatters, Hosiery, and Drapers. Chinese Silk of all kinds, 50, & 52, Queen's Rd. Central.
YEE SANG FAT & CO.,
Outfitters, Fine Goods, Underwear, Shoes, Hats, Silk Handkerchiefs, Opposite Post Office, Queen's Road Central.
TOBACCONISTS
D. S. DADY BURJOR, "Los Filipinos,"
Importer of the Best Manila Cigars; 25, Pottinger Street.
KRUSE & CO.,
Wholesale and Retail Havana and Manila Cigars, Egyptian Cigarettes, Dealers in Fancy Goods, Agents.
Connaught House, Queen's Road.
VICTORIA CIGAR DEPOT,
1 and 2, Leoyuen Street East. AGENTS FOR W. KENNEDY & CO., 37, Calle San Jacinto, Manila, "Whisper Lady" and "The Jeckey" Cigars.
WINE & SPIRIT MERCHANTS
H. PRICE & CO.,
12, Queen's Road, and Calle Anlogue, Manila.
WING CHEONG,
Dealers in JEWELRY, PEARLS, DIAMONDS, CURIOS, JADESTONEWARE, CARVED IVORYWARE, SILKS, and GRASS CLOTHS, AND GENERAL EXPORTERS.
We beg to inform the Ladies and Gentlemen of this Colony that we commenced Business on the 11th April, 1900, and we solicit their kind patronage.
Nos. 1 & 3, D'AGUIAR STREET, Behind Hongkong Dispensary.
Hongkong, 5th April, 1900. [1910]
JACK A YOUNG & CO.,
Nos. 76 & 78, DES VOUX ROAD (OLD PRAYA CENTRAL).
NOTICE is hereby given that WING KIT and A. YEE are no longer connected with the above firm, but having been dismissed as foremen. On and after the 2nd September we shall not be responsible for their liabilities or their dealings, &c., &c.
Customers are respectfully requested henceforth to communicate direct with this firm, or through our Assistants who are authorized to go on board vessels for orders for gear, &c., &c.
Dated Hongkong, 22nd September, 1900. [2438]

HONGKONG BUSINESS DIRECTORY.

DR. NOBLE,
DENTAL SURGEON.
HAS returned to the Colony and RE-SUMED PRACTICE.
Hongkong, 19th September, 1900. [2435]

VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.
FOR SAMARANG AND SOERABAYA
THE Company's Steamship
"NANCHANG."
Captain Finlayson, will be despatched as above on TUESDAY, the 2nd October.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th September, 1900. [2475]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
"ALCINOUS."
Captain Palford, will be despatched as above on TUESDAY, the 2nd October.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 20th August, 1900. [2278]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.
"AKASHI MARU."
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 10th October.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 28th September, 1900. [2524]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at NOON.
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 8, at NOON.
CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 4, at NOON.
THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on SATURDAY, the 13th October, at NOON.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central, and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, 19th September, 1900. [3]

VESSELS ON THE BERTH.

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STEAM FOR
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J. S. VAN BUREN,
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Hongkong, 28th September, 1900. [4]

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Mechanics engaged. Estimates given.
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Chemists and Druggists. High-class Aerated Waters, Dealers in Photographic Requisites. Queen's Road.
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EBRAHIM ELIAS & CO.,
Milliners, Silk Mercers, Haberdashers. Low Prices; 37, 39, Wellington Street.
SEE WOO,
Tailor, Draper and Outfitter; 67 and 69, Queen's Road.
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Proprietors of the following Celebrated Brands of Flour—"Sperry's," "Anchor," "Golden Gate," "Pioneer," "Buckeye," "Anchor," &c.
WILLIAM WHITLEY, Manager.
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Outfitters, Fine Goods, Underwear, Shoes, Hats, Silk Handkerchiefs, Opposite Post Office, Queen's Road Central.
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Connaught House, Queen's Road.
VICTORIA CIGAR DEPOT,
1 and 2, Leoyuen Street East. AGENTS FOR W. KENNEDY & CO., 37, Calle San Jacinto, Manila, "Whisper Lady" and "The Jeckey" Cigars.
WINE & SPIRIT MERCHANTS
H. PRICE & CO.,
12, Queen's Road, and Calle Anlogue, Manila.
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Dealers in JEWELRY, PEARLS, DIAMONDS, CURIOS, JADESTONEWARE, CARVED IVORYWARE, SILKS, and GRASS CLOTHS, AND GENERAL EXPORTERS.
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Hongkong, 5th April, 1900. [1910]
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Dated Hongkong, 22nd September, 1900. [2438]

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DR. NOBLE,
DENTAL SURGEON.
HAS returned to the Colony and RE-SUMED PRACTICE.
Hongkong, 19th September, 1900. [2435]

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